

the ballads for several miles can be heard.

Beyond the bridge at Wreck Lead, over which automobiles are warned to travel only at the rate of four miles an hour, the road crosses the single track of the Long Island Railroad, running from New York to Long Beach, at an angle of about 25 degrees. At the crossing, positively nothing obstructs the view of a person elevated to the height of a motor car's seat for a mile and a half, or two miles west down the track and for the mile and a half back to Long Beach. A deserted factory building about 1,000 feet west of the crossing does not in any appreciable way cut off the view of an approaching train.

#### VANDERBILT'S CAR WAS LEADING THE PELL MACHINE.

There are no gates at this crossing and no warning bell. A watchman is on duty until 10 o'clock at night in a tiny shanty to the west of the road. This watchman had just quit his post last night when the Vanderbilt car leading the auto party from Long Beach came to the crossing.

Mr. Vanderbilt said after the accident that he thought his and Pell's car were making between twenty-five and thirty miles an hour when they reached the crossing. The road was unobstructed and there was no reason why they should not have made this speed, he declared.

The Vanderbilt car had crossed the track and progressed about 100 yards beyond and the Pell car was almost squarely on the rails when a Long Island electric train, bound for Long Beach under the control of Engineer Beach and composed of ten cars, struck the heavy automobile a full blow.

Mr. and Mrs. Laimbeer were thrown out of the back seat onto the roadway by the side of the track just at the instant of impact, but Gumbert, Mrs. Pell's chauffeur, was not hurt. The heavy machine was tumbled and rolled in front of the car for a distance of 500 feet east of the crossing and then tossed into the ditch just as the engineer managed to bring his train to a halt.

#### WITNESS TELLS HOW THE ACCIDENT HAPPENED.

Turner, who was about a minute behind the Pell car when the accident occurred, told today of what he saw. "I saw the train coming from the west at a pretty fast clip," he said. "I noticed that the headlights and two front lights were showing, but I do not know whether all the cars were lit at the time; they were when I came up to the scene of the wreck at top speed. I do not believe the auto could have been going faster than that."

"When the crash sounded I raced to the spot and jumped out. Other cars coming behind me joined me later. I first found the body of Mr. Pell, 100 feet east of the crossing. I saw that he was dead and continued to look for others. I came upon Mr. and Mrs. Laimbeer lying near together just beyond the crossing. Believing that Mrs. Laimbeer, at least, was still alive, I had others help me to carry her to my machine and put her back to the Nassau Hotel as fast as I could. I directed others to get Mr. Laimbeer in another machine and follow me."

"It is a mystery to me how anybody could have been caught on the tracks by the train; you can see for more than a mile in either direction at that point. Also I cannot understand how the impact could have been so severe as to have simply disintegrated the automobile. Either the auto or the train, or both, must have been going faster than they seemed."

#### DOCTORS CARRIED LAIMBEER IN BUS TO HOSPITAL.

Dr. C. E. Webster, Dr. Lee and Dr. Demarest, the latter of whom had brought Mr. Laimbeer from the scene of the accident to the Nassau Hotel, hurried to give first aid to Mrs. Laimbeer and to her husband. They were greatly embarrassed by the lack of a hospital at Long Beach in the treatment of both cases, and finally decided that there was a slight chance of saving Mr. Laimbeer's life if he could be put on an operating table.

At midnight, consequently, the hotel bus was requisitioned as an ambulance and the long trip to Hempstead, with the unconscious man on a stretcher in the rear seat, was made. It was nearly two hours before Mercy Hospital was reached.

#### MR. VANDERBILT KEPT NEWS FROM MRS. PELL.

Mr. Vanderbilt, already over the crossing when he heard the crash, stopped his car, told Mrs. Pell he would go back and learn what was the matter and left her alone in the car while he investigated. When he learned what had occurred his first consideration was for Mrs. Pell. Telling her that something must have delayed the Pell car and that they would go back to the Nassau Hotel and find what was keeping them, he managed to get Mrs. Pell back to the hotel without her hearing the news. But there it was broken to her and she wept.

While Vanderbilt was hurrying Mrs. Pell away from the scene of the fatality numerous autos piled up on the road back of the crossing and scores of people thronged all about the scene of the accident and the place where the bodies of Pell and his chauffeur lay by the side of the track. There was no light, no one to assist the bodies in the tracks until he was fairly on it and then he applied the air. Pell's head was accomplished.

#### PELL HEAD OF WEALTHY REAL ESTATE FIRM.

Mr. Pell was thirty-seven years old. He was head of the real estate firm of S. Osgood Pell & Co., No. 543 Fifth Avenue, and lived at Wheatley Hills, L. I. His income may be guessed from the reports that the real estate concern seldom made sales totaling less than \$100,000 a year.

His father was John Wendland Pell, a wealthy banker and his brothers are Theo-

dore Roosevelt Pell and Stephen R. Pell.

Mr. Pell married Miss Isabel Andrey Townsend, daughter of Frederick A. Townsend, in West Islip, L. I., Oct. 15, 1889. She was eighteen years old. One child was born to them, Isabel Townsend Pell. The couple did not live apart well for nearly three years after the wedding they separated.

The present Mrs. Pell was Miss Betty E. Warden.

Mr. Laimbeer was a broker. His office was at No. 1 Nassau street and his home at Westbury, L. I. Mrs. Laimbeer was Miss Nathalie Schenck, daughter of Mrs. Spotswood D. Schenck, and was married first to Charles Glen Collins, who had been in the English army. Mrs. Collins and Mr. Laimbeer were married on Oct. 20, 1909, in the Church of the Ascension on Fifth Avenue.

Mr. Laimbeer was about forty years old. He was graduated in 1895 from Harvard and entered the brokerage business. Soon after his appearance in the Street the firm of Bishop, Laimbeer & Co. was formed.

On May 25, 1903, Mr. Laimbeer married Mrs. Clara Bloodgood, actress, in St. George's Church. It was her third marriage. Her first husband was William Havemeyer. They were divorced. The next was married to "Jack" Bloodgood. He became ill in 1907, and to support herself and take care of her husband, Mrs. Bloodgood went on the stage. Her husband died the following year. On Dec. 4, 1907, Mrs. Laimbeer committed suicide by shooting in a Baltimore hotel.

The present Mrs. Laimbeer was one of Newport's beauties. When she was married to Charles Glen Collins it was believed she was a man of means. Soon after Miss Schenck became his bride he admitted that his income was less than \$1,000 a year. Three years after the wedding she got a divorce. That was in 1907. Her mother died last October, leaving her only about \$10,000.

Oct. 25, 1909, Dr. William G. Terwilliger, of No. 11 Hancock street, Brooklyn, and Robert Welch, a real estate operator of Brooklyn, were killed at the same Long Island crossing at which Mr. Pell and his chauffeur met death. The car, which was in the automobile with them, was injured. It is understood that Dr. Terwilliger's widow received \$50,000 from the railroad in settlement for his death.

#### WALL STREET

Market Closing—Pronounced strength developed in the last hour when prices of many issues advanced from fractions to over one point. Brisk buying was noted in Amalgamated Copper, Union Pacific, Reading and Steel, raising the price of each over one point. Erie stocks were strong, the common rising 1/4 points.

The Copper stocks all gained in price, and closed near to the highest prices of the day. The last hour was the most active of the whole session, and the highest level of prices was well maintained at the close.

The stock market opened with quotations only in the active list, some of which were higher while others were fractionally off. U. S. Steel was sold down to 54, showing a loss of 1/4, while American Cotton Oil was the only issue in demand. This stock was active, and advanced to 49 1/2 a gain of 1/4 points over the close of Saturday. Although trading continued extremely dull all through the early forenoon, the tone was firm, and it was apparent that there were many buyers orders under the market, reflecting in part a disposition to cover shorts.

Fractional gains were made in the first part of the afternoon. U. S. Steel rallied to 55, Reading 10 1/4 from 10 1/4, Canadian Pacific 21 1/4 from 21 1/4 and Union Pacific 10 1/4, a gain of 1/4. The rally was not vigorous in the second hour of the afternoon; most of the prominent issues gained to some extent. Erie 1st preferred rose to 47 1/4, a gain of 1/4 points over the close of Saturday.

#### THE CLOSING QUOTATIONS.

The following were the highest, lowest and last prices of stocks for today, and the net change as compared with yesterday's closing prices:

Stock	High	Low	Last	Change
Am. Steel	55 1/4	54 1/4	55 1/4	+ 1/4
Am. Can.	10 1/4	10 1/4	10 1/4	0
Am. Coal	10 1/4	10 1/4	10 1/4	0
Am. Oil	10 1/4	10 1/4	10 1/4	0
Am. Pac.	10 1/4	10 1/4	10 1/4	0
Am. Ry.	10 1/4	10 1/4	10 1/4	0
Am. Tel.	10 1/4	10 1/4	10 1/4	0
Am. Trans.	10 1/4	10 1/4	10 1/4	0
Am. Water	10 1/4	10 1/4	10 1/4	0
Am. Wire	10 1/4	10 1/4	10 1/4	0
Am. Zinc	10 1/4	10 1/4	10 1/4	0
Am. Iron	10 1/4	10 1/4	10 1/4	0
Am. Lead	10 1/4	10 1/4	10 1/4	0
Am. Tin	10 1/4	10 1/4	10 1/4	0
Am. Silver	10 1/4	10 1/4	10 1/4	0
Am. Gold	10 1/4	10 1/4	10 1/4	0
Am. Copper	10 1/4	10 1/4	10 1/4	0
Am. Nickel	10 1/4	10 1/4	10 1/4	0
Am. Zinc	10 1/4	10 1/4	10 1/4	0
Am. Iron	10 1/4	10 1/4	10 1/4	0
Am. Lead	10 1/4	10 1/4	10 1/4	0
Am. Tin	10 1/4	10 1/4	10 1/4	0
Am. Silver	10 1/4	10 1/4	10 1/4	0
Am. Gold	10 1/4	10 1/4	10 1/4	0
Am. Copper	10 1/4	10 1/4	10 1/4	0
Am. Nickel	10 1/4	10 1/4	10 1/4	0
Am. Zinc	10 1/4	10 1/4	10 1/4	0
Am. Iron	10 1/4	10 1/4	10 1/4	0
Am. Lead	10 1/4	10 1/4	10 1/4	0
Am. Tin	10 1/4	10 1/4	10 1/4	0
Am. Silver	10 1/4	10 1/4	10 1/4	0
Am. Gold	10 1/4	10 1/4	10 1/4	0
Am. Copper	10 1/4	10 1/4	10 1/4	0
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Am. Zinc	10 1/4	10 1/4	10 1/4	0
Am. Iron	10 1/4	10 1/4	10 1/4	0
Am. Lead	10 1/4	10 1/4	10 1/4	0
Am. Tin	10 1/4	10 1/4	10 1/4	0
Am. Silver	10 1/4	10 1/4	10 1/4	0
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